GOVDOC
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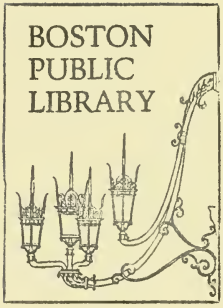
BOSTON
PUBLIC
LIBRARY

BRA
696
Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

FORT POINT CHANNEL

AREA DISTRICT STUDY

Inventory and Planning Concepts

Compiled for the
Fan Pier Civic Advisory Committee
April 12,1985

BOSTON PUBLIC LIBRARY
Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

Fort Point Channel
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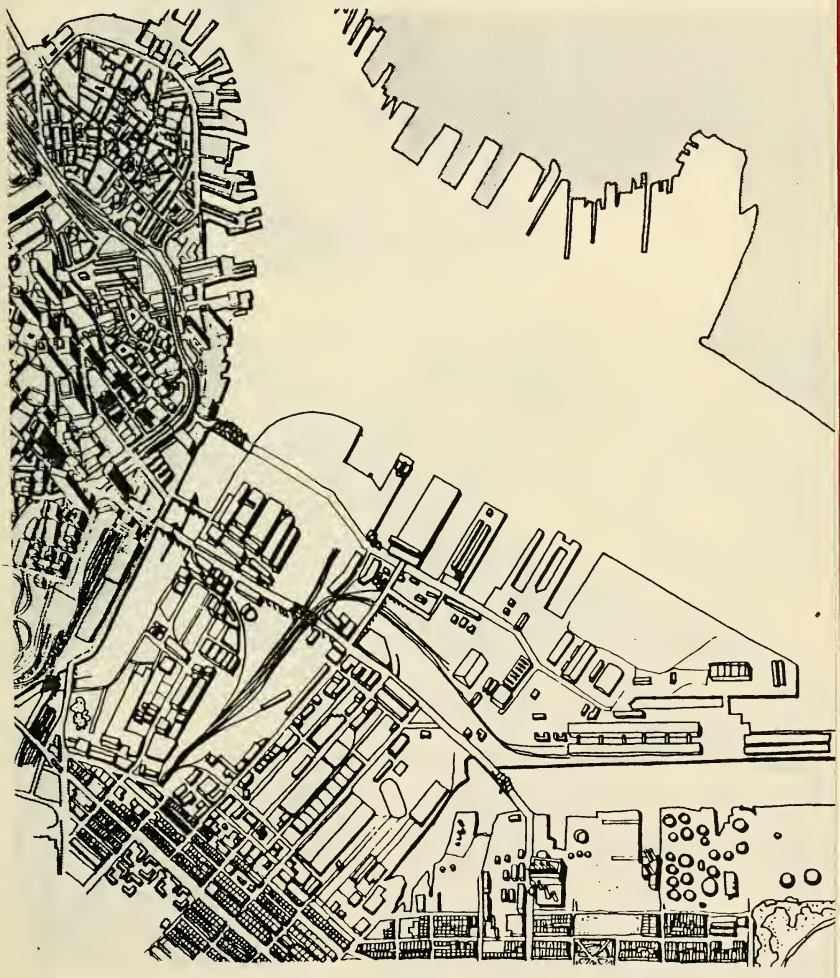
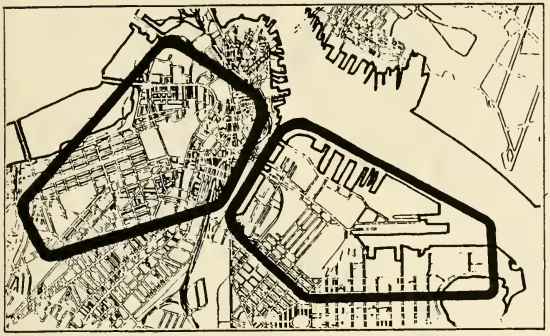
1985

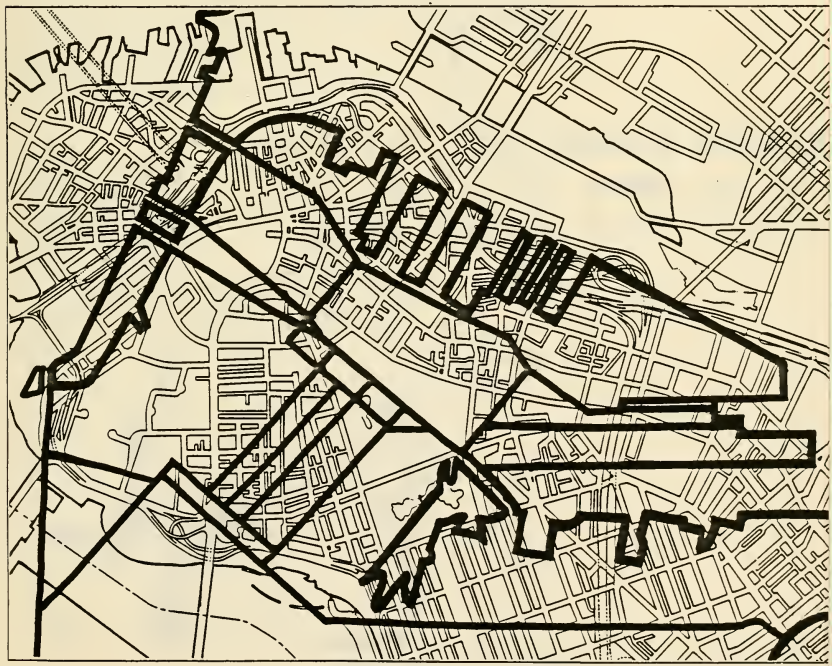
CITY OF BOSTON · Raymond L. Flynn, Mayor Boston Redevelopment Authority · Stephen Coyle, Director



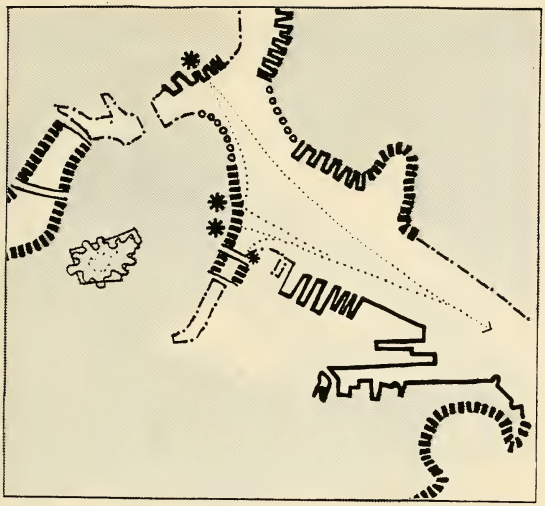
LOCATION AND SCALI



In planning for and guiding developr in the Fort Point Channel Area Distr the first considerations regard the district's scale and its place in the c The Fort Point Channel Area has as much acreage as in all of downtown Boston. It has vast parcels of indus land-much of which is vacant or und utilized. The district's proximity to harbor, to the intersection of I-90 ar Rte. 3, to the downtown core, and t the South Boston neighborhood creat diverse set of development pressures opportunities which, through plannin can complement rather than conflict one another.

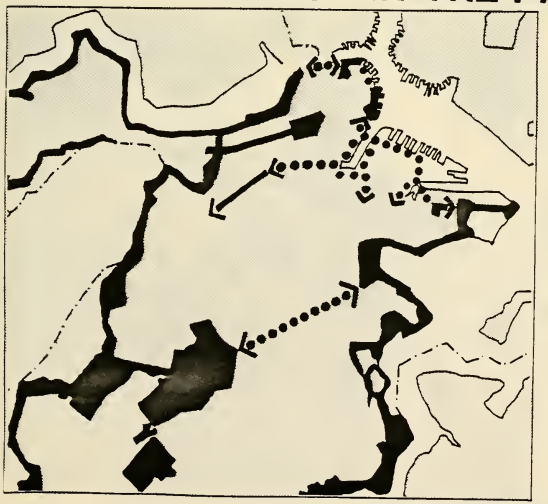


PLACE IN THE HARBO



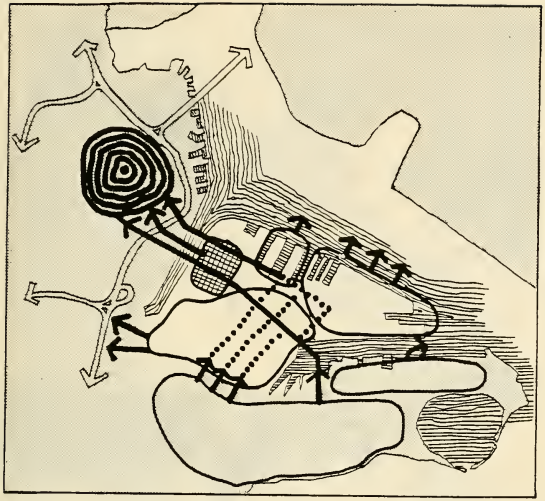
PUBLIC WATERFRON
WORKING EDGE
NEIGHBORHOOD EDG
UNUSED
FERRY LANDINGS

PLACE IN THE PARKS SYSTE



EXISTING PARKS SY
LACK OF CONNECT

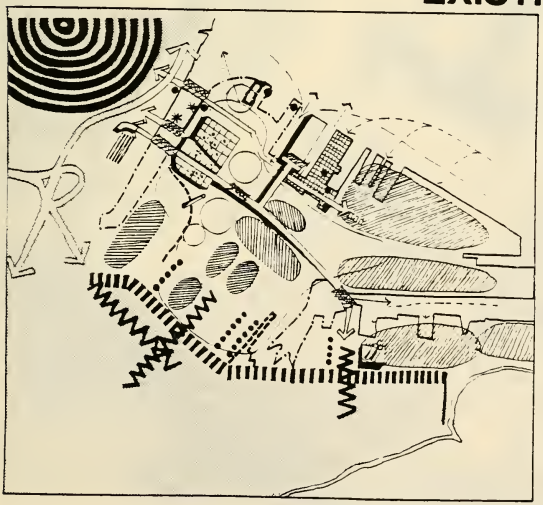
CONNECTION



ASSETS
- PROXIMITY TO DOWNTOWN
- HARBOR ACCESS
- HIGHWAY ACCESS

PROBLEMS
- LACK OF NEIGHBORHOOD CONNECT
- LACK OF INTRA-AREA CONNECTIO

EXISTING CONDITION

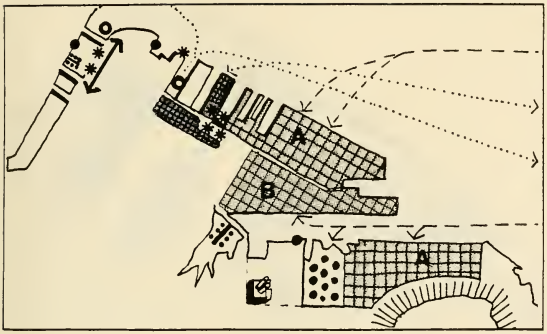


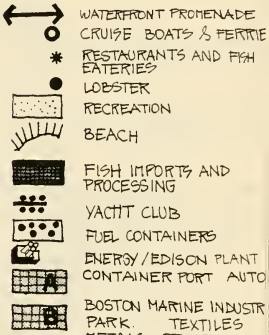
PROBLEMS
- SOUTH BOSTON DETERIORATING BU & LACK OF CONNECTIONS
- INSUFFICIENT ACCESS. TRUCKS THROUGH NEIGHBORHOOD
- UNDERUTILIZED WATER AREN
- VACANT & UNDERUTILIZED PRO
- WATER DEPENDENT USES NEE PROTECTION

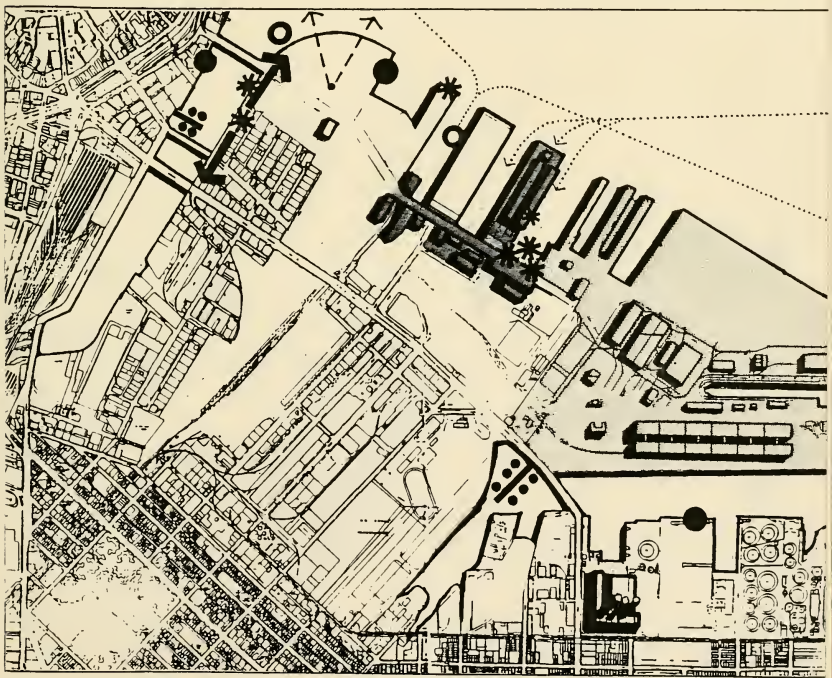
ASSETS
- EXCEPTIONAL CHARACTER OF BOSTON WHARF CO PRINTERS ARTISTS NEED PROTECTION
- LANDMARK BUILDING COMMONWE PIER
- FISH PIER, LOBSTERS AND FISH EATERIES & MARKETS
- MUSEUMS, TOURIST ATTRACTION
- VIABLE INDUSTRIES + BUSINES GARMENT INDUSTRIES GILLETTE HEADQUARTERS
- ACCESS TO SOUTH STATION

INVENTORY

WATER RELATED USE

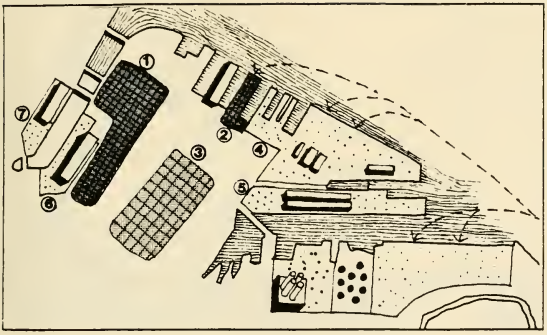


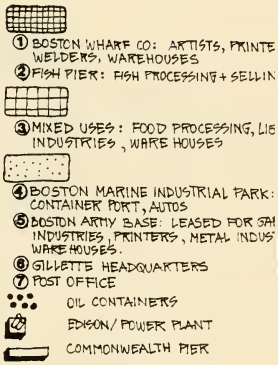


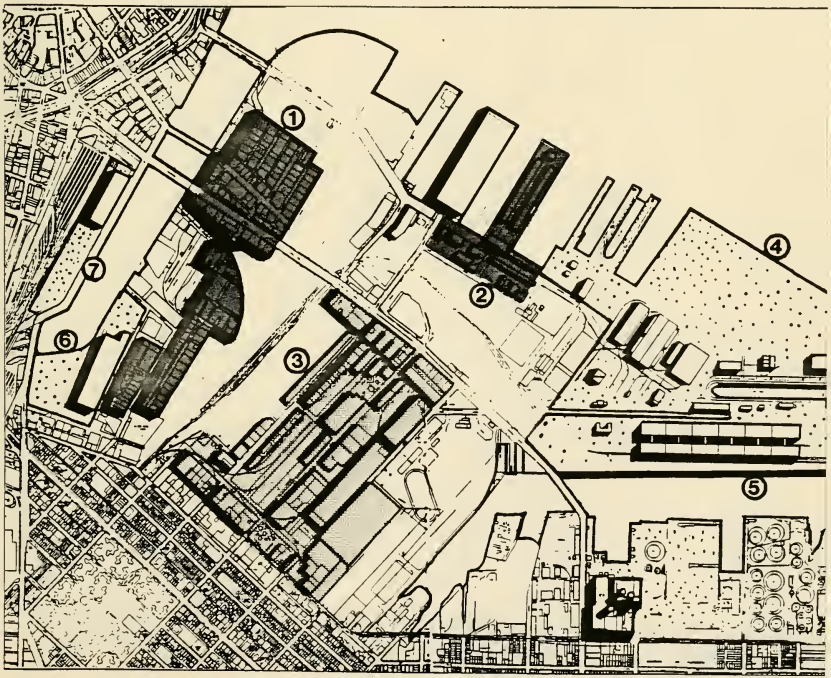


FORT POINT CHANNEL AREA DISTRICT STUD

LARGE SPACE USERS



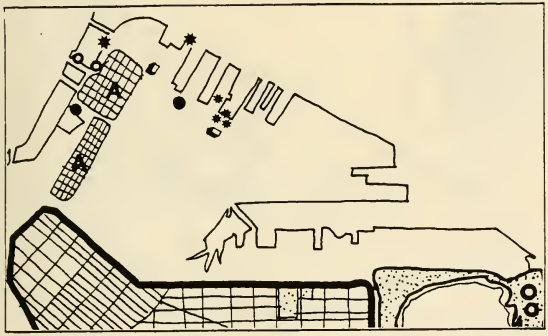


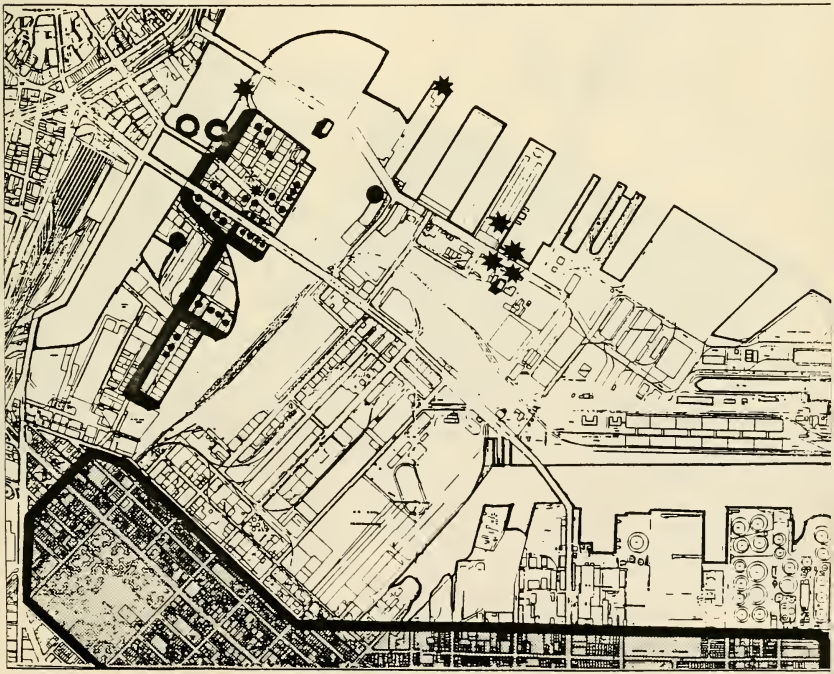


FORT POINT CHANNEL AREA DISTRICT STUD

INVENTORY

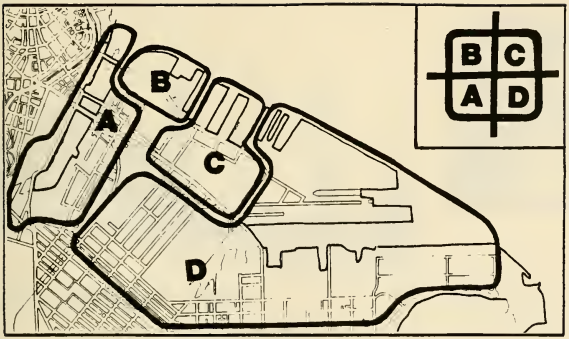
SPECIALTY AND RESIDENTIAL





FORT POINT CHANNEL AREA DISTRICT STUDY

ISSUE AREAS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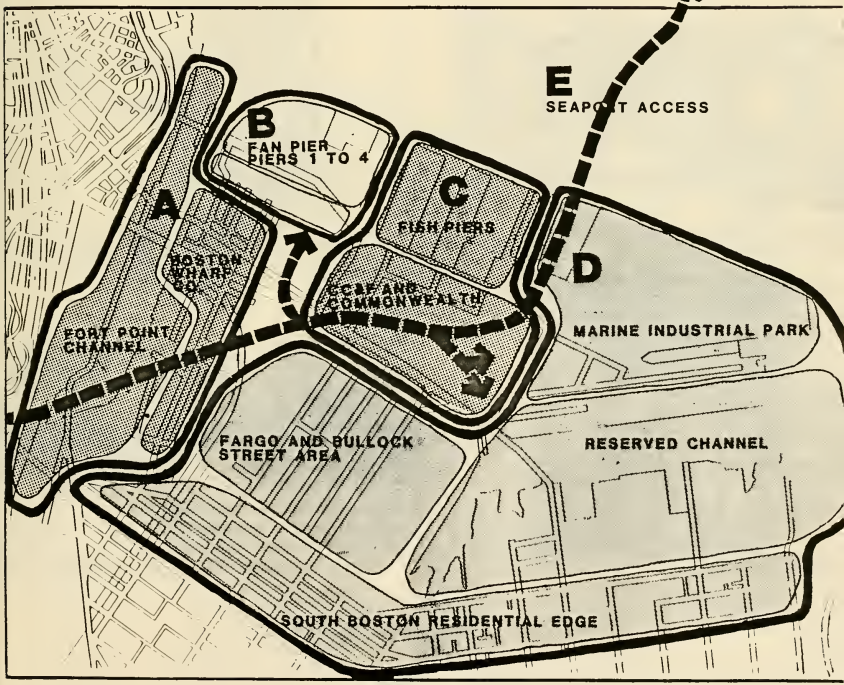
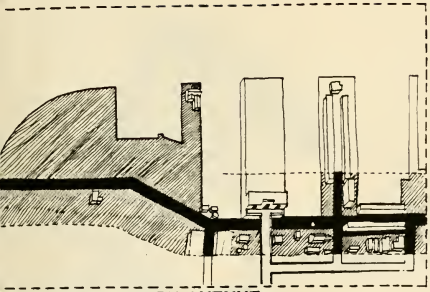
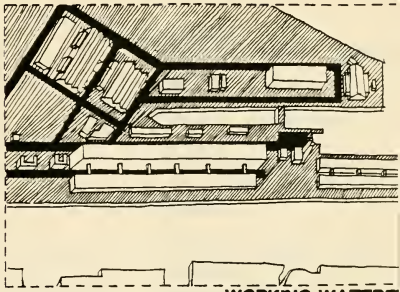

E
SEAPORT ACCESS
B
FAN PIER
PIERS 1 TO 4
C
FISH PIERS
A
BOSTON WHARF CO.
CCAE AND COMMONWEALTH
D
MARINE INDUSTRIAL PARK
FORT POINT CHANNEL
FARGO AND BULLOCK STREET AREA
RESERVED CHANNEL
SOUTH BOSTON RESIDENTIAL EDGE

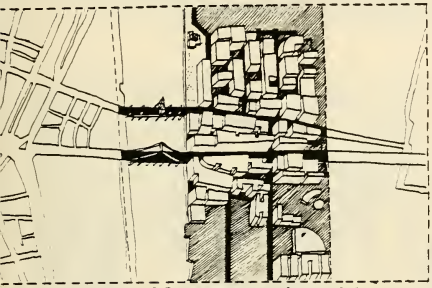
SIZE OF BLOCKS AND MASSIN



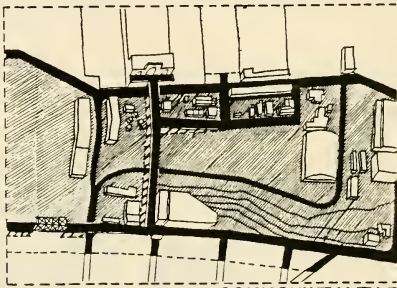
AN PIER/NORTHERN AVENUE



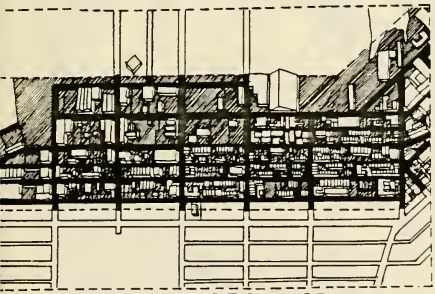
WORKING WATERFI



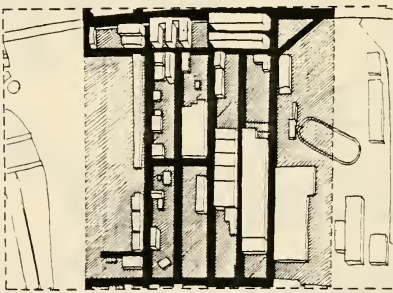
BOSTON WHARF CO./ CHANNEL'S EDGE



COMMONWEALTH F



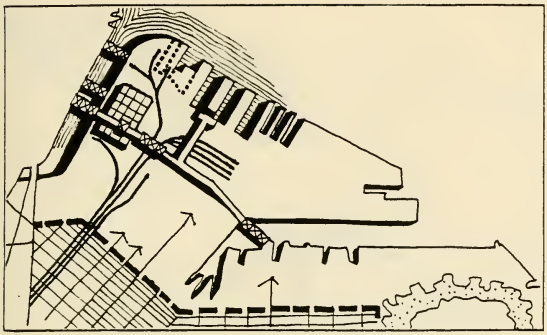
SOUTH BOSTON/TRANSITION EDGE

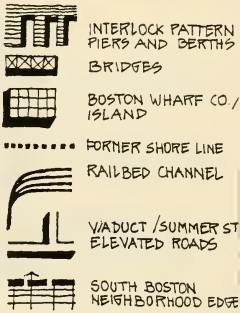


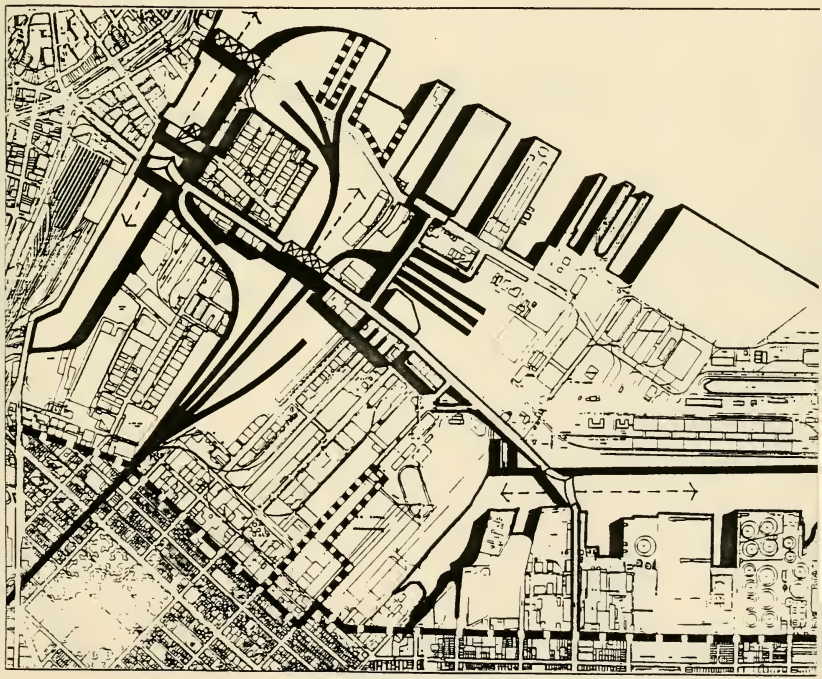
MANUFACTURING

INVENTORY

TOPOGRAPHIC FOR

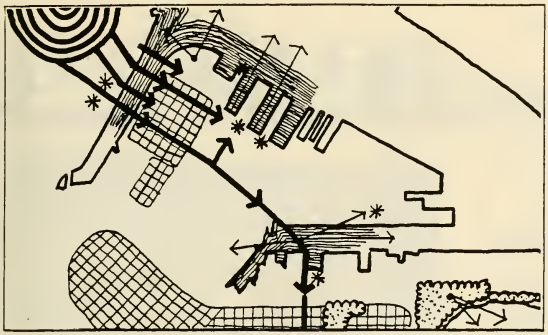




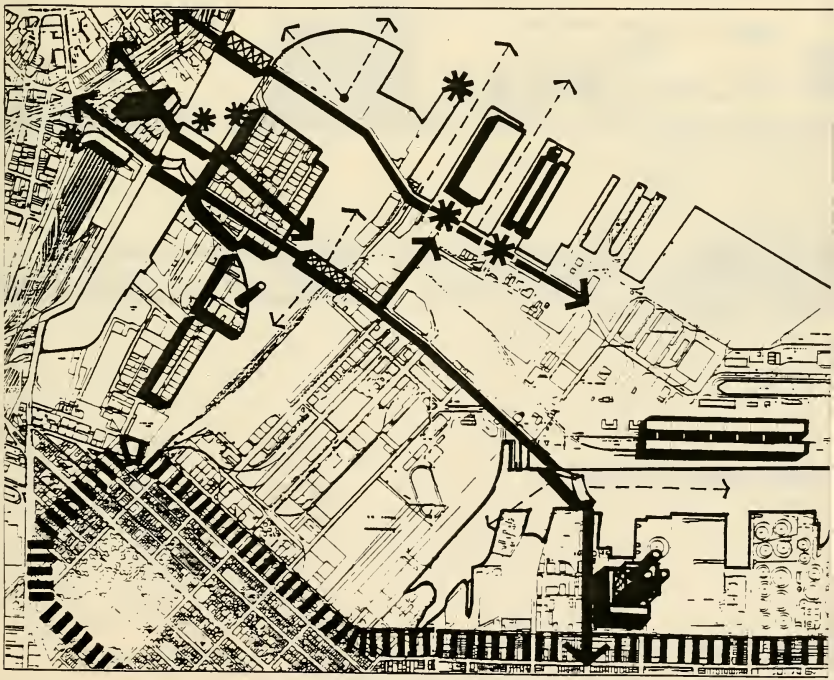


FORT POINT CHANNEL AREA DISTRICT STUD

INVENTORY

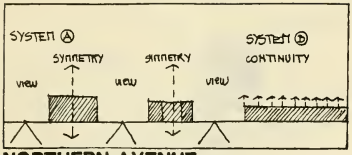


IMAGE

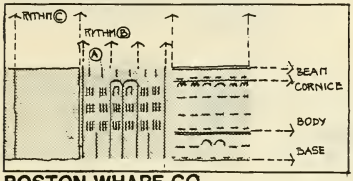


FORT POINT CHANNEL AREA DISTRICT STUDY

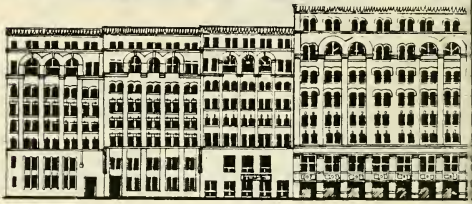
INVENTORY

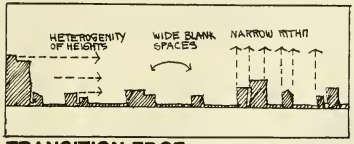


NORTHERN AVENUE

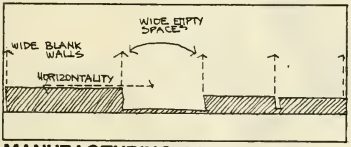


BOSTON WHARF CO.

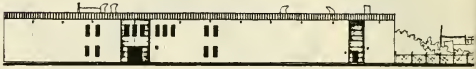




TRANSITION EDGE



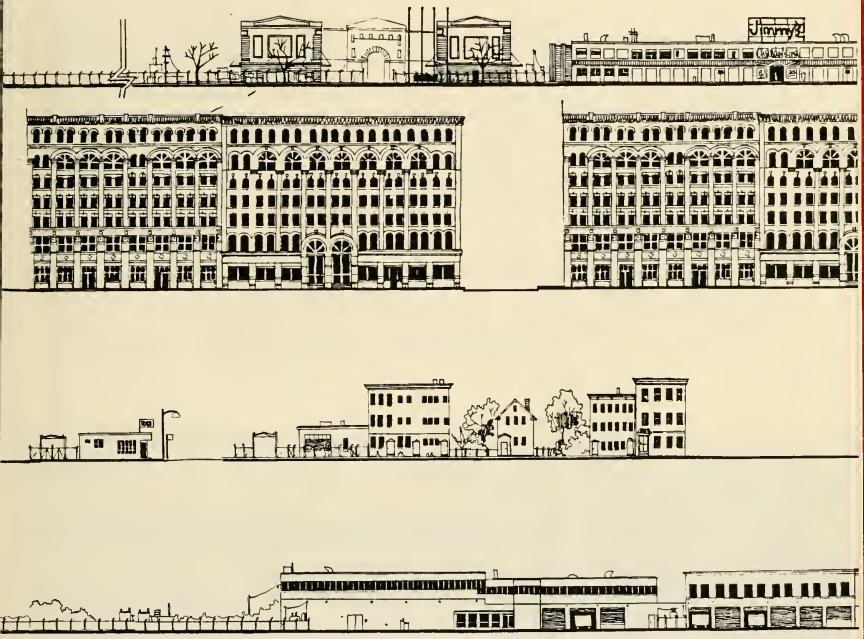
MANUFACTURING AREA



COMMONWEALTH FLATS

WORKING WATERFRONT

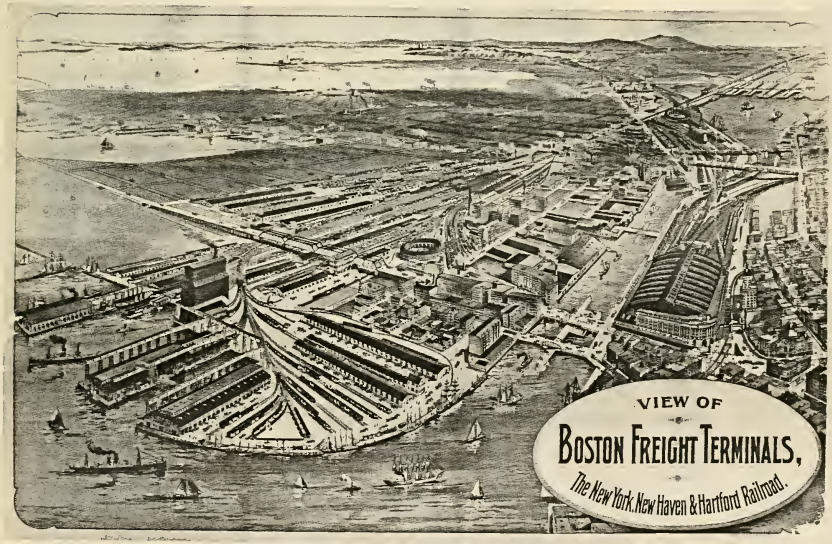
ARCHITECTURAL SCALE & FACADE



HISTORIC DEVELOPMEN

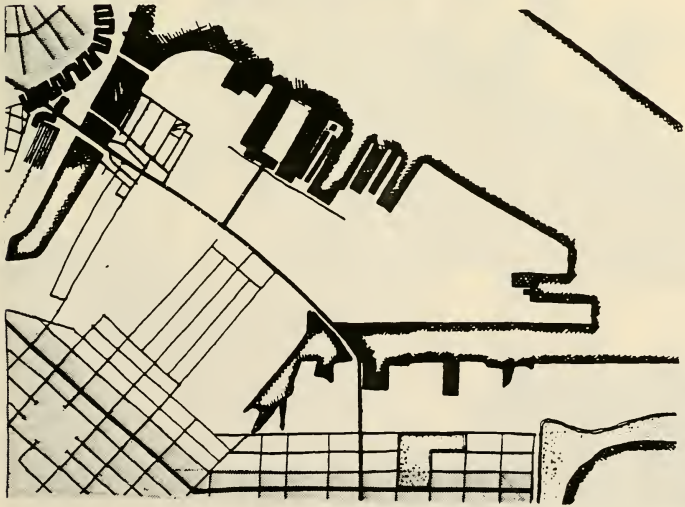
The Fort Point Channel Area was originally marshland and tidal flats. The Channel, named after the Fort on the former Fort Hill at High Street, led to South Bay and Roxbury/Dorchester farms and industry. From 1836 to 1890 the Boston Wharf Company undertook a series of landfill operations which established the east bank of the Channel upon which were constructed docks, warehouses, and streets. By the early 20th Century, at the peak of port activity, there were eight movable bridges over Fort Point Channel. The area was an international center of fishing, wool, ice, sugar refining, manufacturing, and world-wide distribution of goods. The major network of rail lines and Piers 1-4, the Summer Street bridge and viaduct, and the filling of Commonwealth Flats by the state further served this hub of trade.

In the 1910's, the Commonwealth Pier steamship shed and Beaux-Arts Headhouse were constructed with two levels to separate freight and passengers and with a viaduct to Summer Street and South Station. In 1914 the New England Fish Pier and Fish Exchange Building were erected. Maritime, railroad, and manufacturing activity declined by the 1940's, with Gillette and the U.S. Postal Service taking over large sections along the Channel.



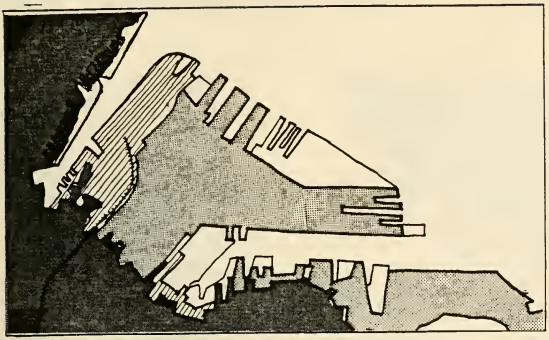
HISTORIC DEVELOPMEN

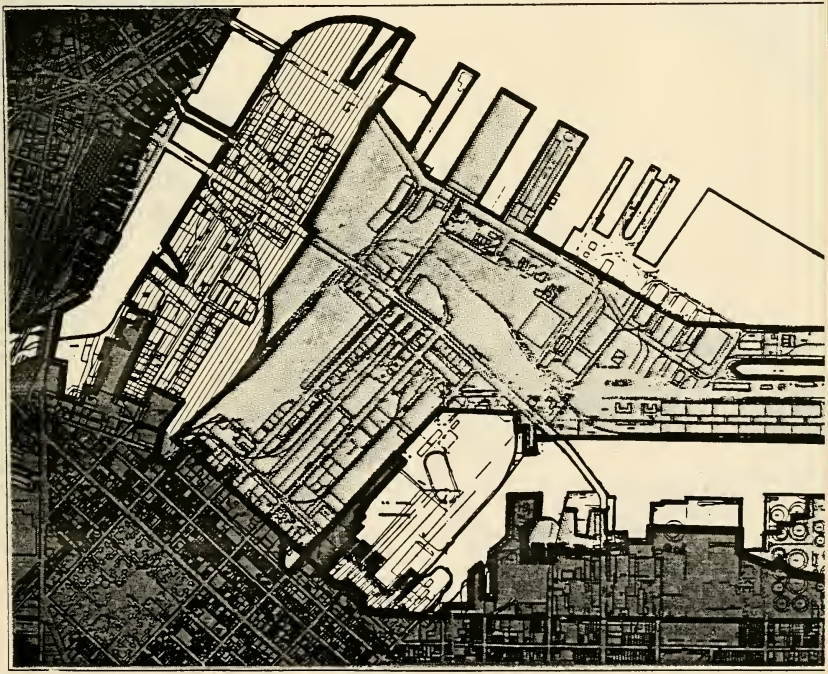
Late 19th Cent

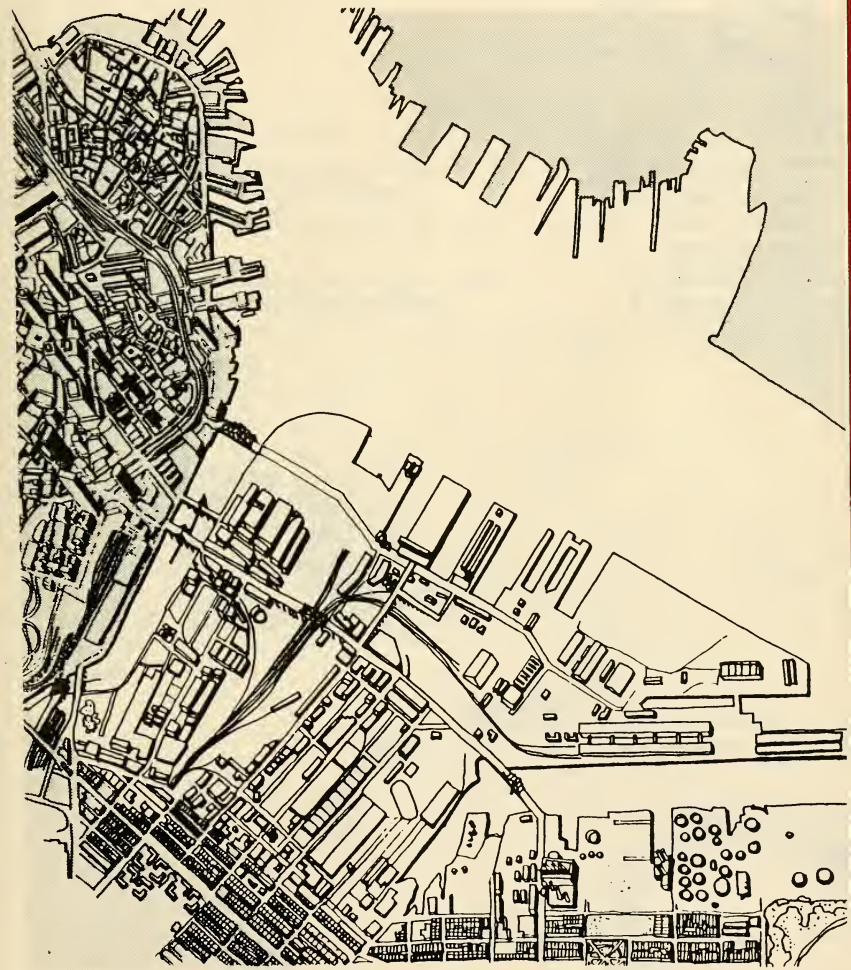


Present Da

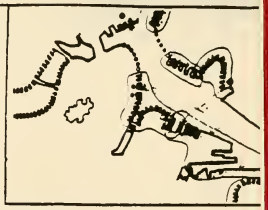
HISTORIC DEVELOPMENT







PLACE IN THE HARBO



- Preserve working waterfront
- Guarantee and enhance public access to water's edge in non-working areas
- Extend intown waterfront to Fan Pier and Piers 1 to 4
- Explore the potential of active use of water for transportation of goods and people

PUBLIC INTOWN RECREATIONAL WATERFRONT

WORKING WATERFRONT

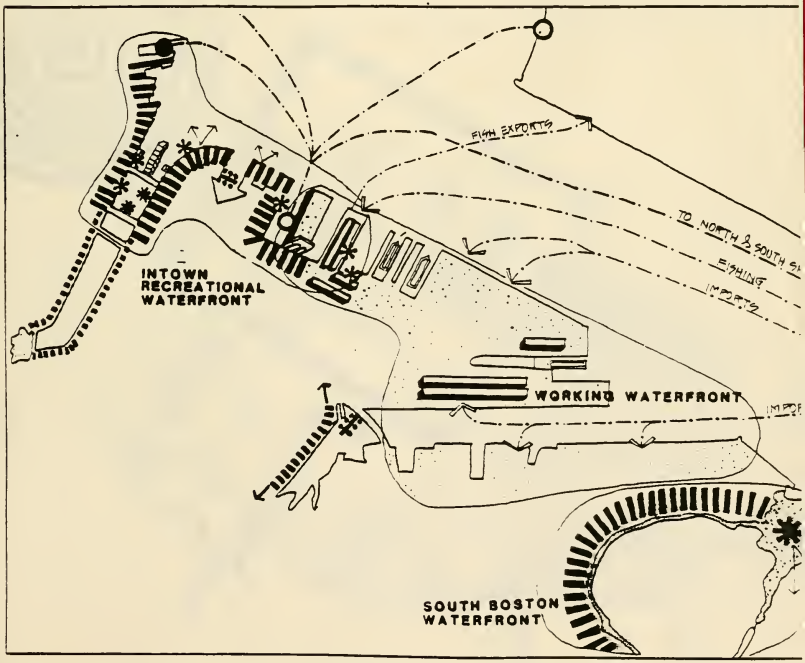
NEIGHBORHOOD EDGE

WATER ROUTES / WORKING

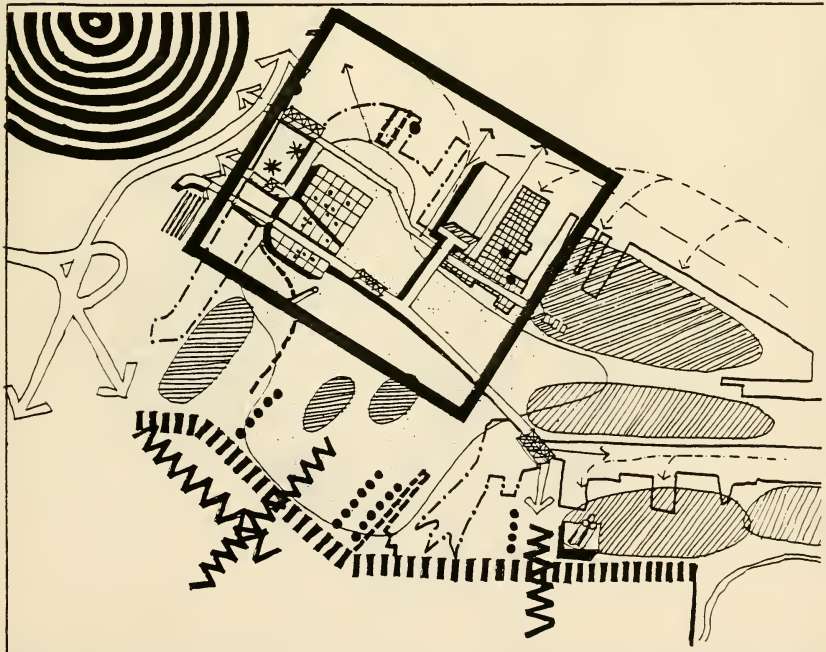
WATER ROUTES / PUBLIC TRANSPORTATION & LEISURE

EXISTING FERRY LANDING

POTENTIAL FERRY LAND

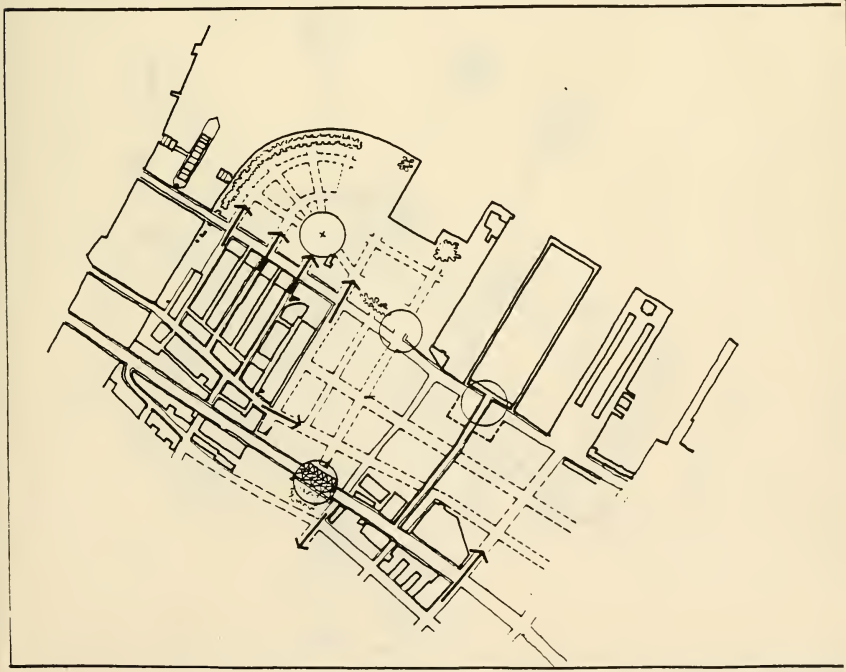


Develop the sense of an easy link with the Downtown Core so that the area serves as an extension of the Financial District and thereby reduces development pressure there. Preserve the character of the Boston Wharf Company area; protect printers, artists, lobstermen, and other small independent enterprises.



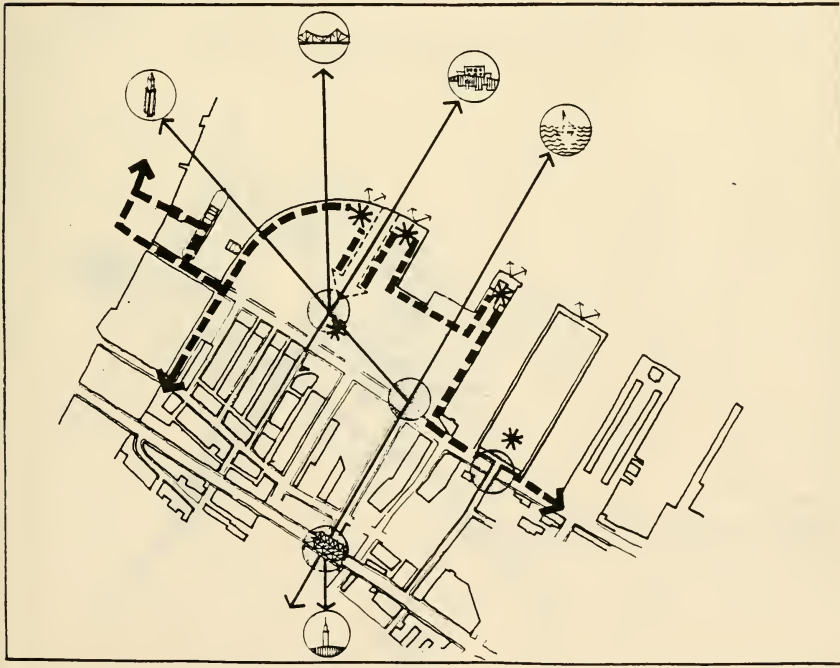
STREET / URBAN PATTERN

Through major new construction, create a new district which is urban in character and scale and emphasizes a quality pedestrian environment - an area of city streets and blocks with urban squares and parks.



SPECIAL FEATURES

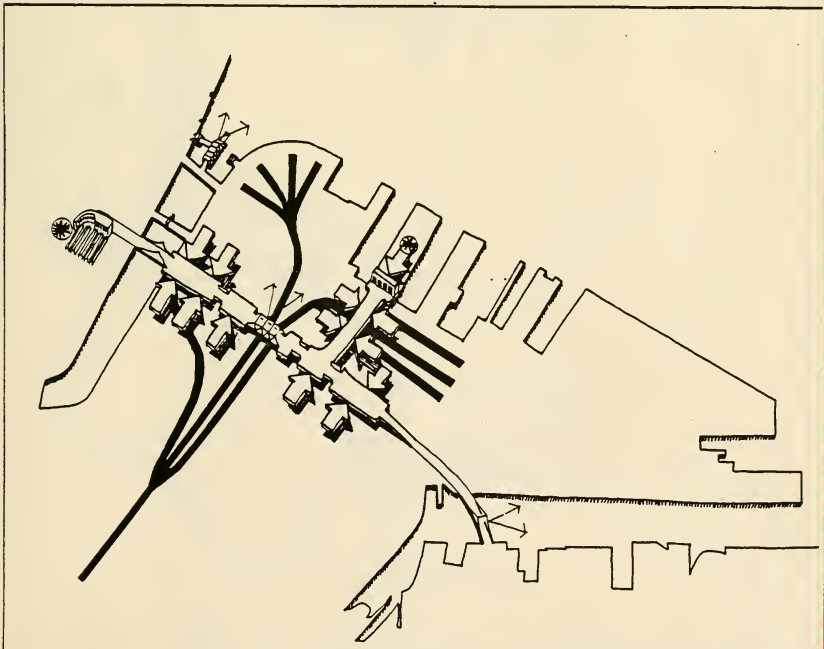
Ensure public access and activity along the water's edge. Use bridges, grade changes, and views of landmarks and the harbor as special elements of the new district.



TOPOGRAPHIC FOR

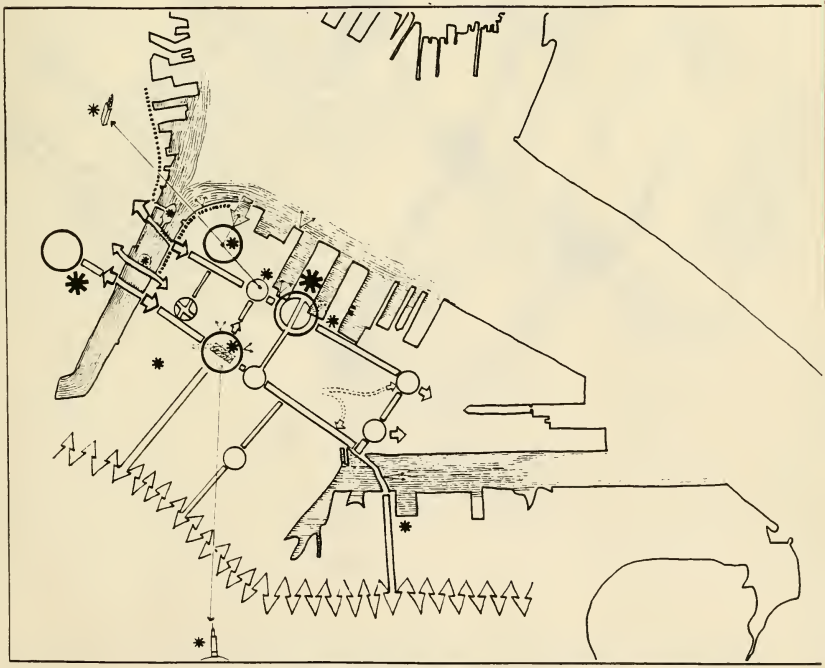
- Take advantage of the unique network of dual levels
- Maintain and use the Boston Wharf Building prototype, which is directly accessible from 2 levels
- Explore potentially exciting pedestrian connections between levels, in terms of location and form
- Preserve and accentuate views from rail bridge. Study its potential as focal piece of a parkway extending south along rail line bed

BUILDINGS ACCESSIBLE AT 2 LE
RAILINE BED
VIEW
LANDMARK

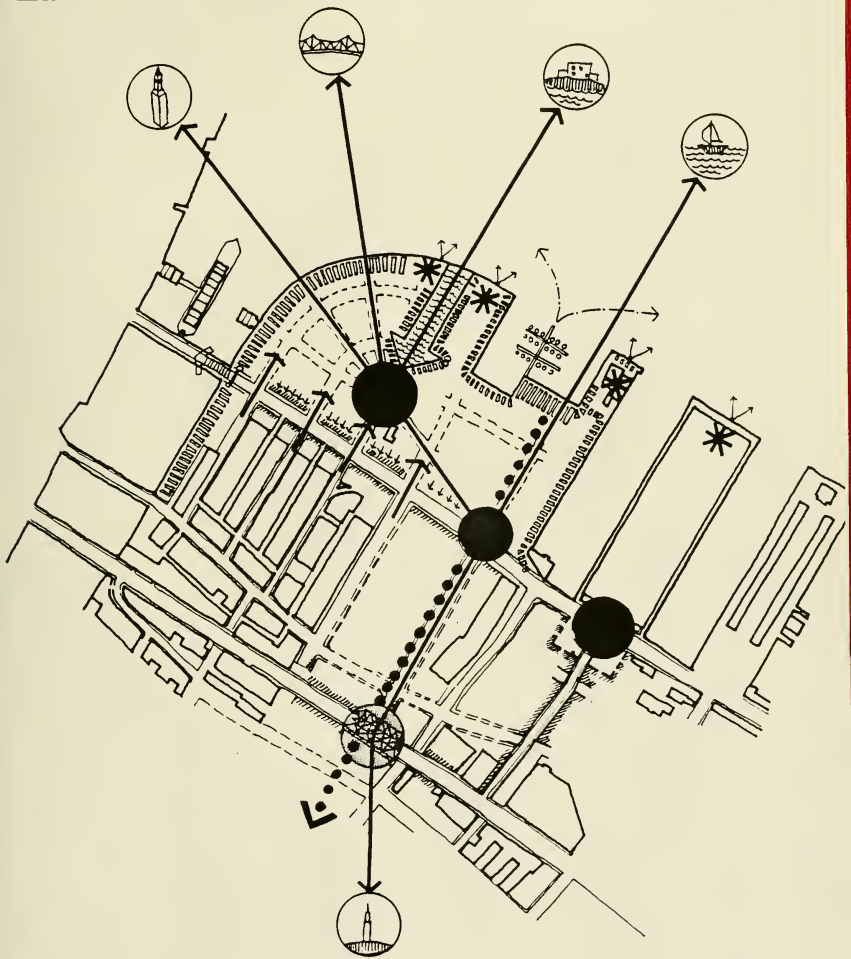


IMAGE

MAJOR INTERSECTION
LANDMARK
SPINE
ENTRY
TRANSITION - CONNECTION
VIEWS, VISTAS



SUMMARY



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